

**CITY OF OREM
PLANNING COMMISSION MEETING MINUTES
OCTOBER 21, 2015**

The following items are discussed in these minutes:

CONSENSIO SUBDIVISION – APPROVED

STUBBS SUBDIVISION – APPROVED

OVERTON CAR WASH – APPROVED

STATE STREET CORRIDOR MASTER PLAN - DISCUSSION

STUDY SESSION

PLACE – Orem City Main Conference Room

At 3:30 p.m. Chair Moulton called the Study Session to order.

Those present: Carl Cook, Becky Buxton, Karen Jeffreys, David Moulton, and Michael Walker, Planning Commission members; Bill D. Bell, Development Services Director; Jason W. Bench, Planning Director; David R. Stroud, City, Planner; Clinton Spencer, GIS Planner; Brandon Stocksdales, Planner; Steve Earl, Legal Counsel; and Loriann Merritt, Minutes Secretary

Those excused: Lynnette Larsen and Carlos Iglesias, Planning Commission members; Sam Kelly, City Engineer; Cliff Peterson, Private Development Engineer; Paul Goodrich, Transportation Engineer; David Spencer, City Council Liaison

The Commission and staff visited Aston Court Apartments at University Place and adjourned at 4:25 p.m. to the City Council Chambers for the regular meeting.

REGULAR MEETING

PLACE - Orem City Council Chambers

At 4:30 p.m. Chair Moulton called the Planning Commission meeting to order and asked Ms. Buxton, Planning Commission member, to offer the invocation.

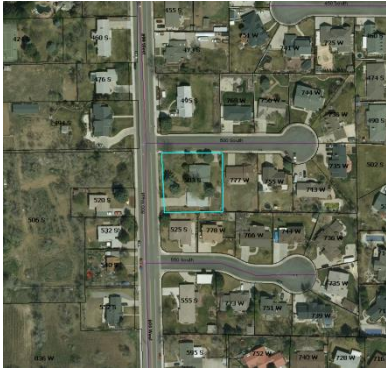
Those present: Carl Cook, Becky Buxton, Karen Jeffreys, David Moulton, and Michael Walker, Planning Commission members; Bill D. Bell, Development Services Director; Jason W. Bench, Planning Director; David R. Stroud, City, Planner; Clinton Spencer, GIS Planner; Brandon Stocksdales, Planner; Sam Kelly, City Engineer; Paul Goodrich, Transportation Engineer; Steve Earl, Legal Counsel; and Loriann Merritt, Minutes Secretary

Those excused: Carlos Iglesias and Lynnette Larsen, Planning Commission members; David Spencer, City Council Liaison

Chair Moulton introduced **AGENDA ITEM 3.1** as follows:

AGENDA ITEM 3.1 is a request by Stephanie Morley to approve the preliminary plat of **CONSENSIO SUBDIVISION** at 503 South 800 West in the R8 zone.

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Staff Presentation: Mr. Stroud said the applicant owns a large lot of record with a house and detached garage. If the garage is removed, there is sufficient square footage and lot width to subdivide the parcel into two lots. The existing house will remain. The common property line between the two lots deviates from a traditional straight line to accommodate the required lot width needed for Lot 2. The Code requires a lot to have the minimum width of the zone, in this case 80 feet, measuring from a point 30 feet to 60 feet back from the front property line. There is no requirement of minimum lineal street frontage.

Recommendation: The Development Review Committee has determined this request complies with all applicable City Codes. The Project Coordinator recommends the Planning Commission approve the preliminary plat of Consensio Subdivision at 503 South 800 West in the R8 zone.

Chair Moulton asked if the Planning Commission had any questions for Mr. Stroud.

Ms. Jeffreys asked where the driveways were located. Mr. Stroud said the north driveway is already there and the south one will be installed on 800 West.

Chair Moulton closed the public hearing and asked if the Planning Commission had any more questions for the applicant or staff. When none did, he called for a motion on this item.

Planning Commission Action: Mr. Walker said he is satisfied that the Planning Commission has found this request complies with all applicable City codes. He then moved to approve the preliminary plat of Consensio Subdivision at 503 South 800 West. Mr. Cook seconded the motion. Those voting aye: Carl Cook, Becky Buxton, Karen Jeffreys, David Moulton, and Michael Walker. The motion passed unanimously.

Chair Moulton introduced **AGENDA ITEM 3.2** as follows:

AGENDA ITEM 3.2 is a request by Trevor Stubbs to approve the preliminary plat of **STUBBS SUBDIVISION** at 298 East 400 South in the R6.5 zone.

Staff Presentation: Mr. Stroud said the applicant, with an adjacent neighbor, request the City approve a subdivision that creates a five-lot subdivision from their two parcels. The two existing homes owned by the co-applicants will remain and three vacant deep lots will be available for single-family development.



The Code permits up to four deep lots accessed from a single private driveway. If three or four deep lots are requested, the drive access shall be at least 26 feet wide. The applicant has proposed such a driveway and includes a vehicle turn around as a requirement of public safety. The turnaround can also be used for visitors and delivery drivers to the deep lots.

The base lot size is 6,500 square feet in the R6.5 zone. A deep lot in the R6.5 zone must be at least 125% of the required minimum lot size which is then 8,125 square feet. Also, a portion of the driveway may be used to calculate the required square footage. The proposed subdivision meets all applicable City ordinances regarding subdivision approval.

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Recommendation: The Development Review Committee has determined this request complies with all applicable City Codes. The Project Coordinator recommends the Planning Commission approve the preliminary plat of Stubbs Subdivision at 298 East 400 South in the R6.5 zone.

Chair Moulton asked if the Planning Commission had any questions for Mr. Stroud.

Mr. Cook asked if there is a problem with the subdivision having two zones. Mr. Stroud said no.

Chair Moulton opened the public hearing and invited those from the audience who had come to speak to this item to come forward to the microphone.

Ada Wooley, Orem, said she had no objection to the subdivision. She asked about the irrigation ditch that goes through the property. She noted there has been a disagreement with Scera about the property line and wondered if that had been resolved.

Mr. Stroud said the irrigation ditched will be piped.

Chair Moulton invited the applicant to come forward. Trevor Stubbs introduced himself.

Mr. Stubbs said the property line issue with Scera will be resolved upon the preliminary being approved. Mr. Earl asked if some of the property contained in Lots 4 & 5 in dispute. Mr. Stubbs said there is eight feet in addition to the red line. The extra property will be released to the new property owners. Mr. Earl asked if any of the plat is under dispute. Mr. Stubbs said no. Mr. Earl said the new property owners will receive additional property. Mr. Stubbs said that after the preliminary is approved, they will give them the property.

Chair Moulton closed the public hearing and asked if the Planning Commission had any more questions for the applicant or staff. When none did, he called for a motion on this item.

Planning Commission Action: Ms. Buxton said she is satisfied that the Planning Commission has found this request complies with all applicable City codes. She then moved to approve the preliminary plat of Stubbs Subdivision, with five lots at 298 East 400 South. Ms. Jeffreys seconded the motion. Those voting aye: Carl Cook, Becky Buxton, Karen Jeffreys, David Moulton, and Michael Walker. The motion passed unanimously.

Chair Moulton introduced **AGENDA ITEM 3.3** as follows:

AGENDA ITEM 3.3 is a request by Glen Overton to approve the preliminary plat of **OVERTON SUBDIVISION, PLAT A** and the site plan of **OVERTON CAR WASH** at 65 West 800 North in the C2 zone.

Staff Presentation: This item will be continued until such time as the applicant provides the necessary corrections for this project.

Planning Commission Action: Chair Moulton moved to continue this project. Ms. Buxton seconded the motion. Those voting aye: Carl Cook, Becky Buxton, Karen Jeffreys, David Moulton, and Michael Walker. The motion passed unanimously.

Chair Moulton introduced **AGENDA ITEM 3.4** as follows:

AGENDA ITEM 3.4 is a request by Development Services to discussion by IBI Group on the State Street Corridor Master Plan.

Staff Presentation: Mr. Stocksdales said the City of Orem partnered with UDOT, MAG, UTA, and the City of Provo to select IBI Group in September 2014 to complete the State Street Corridor Master Plan. The purpose of the plan is to provide long range recommendations regarding transportation improvements, land uses, economic development opportunities, urban design guidelines, and high density housing analysis for the corridor. The Plan is organized into five main sections: vision and framework, mobility, land use, urban

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design, and implementation. This will be a presentation on the process, findings, and recommendations outlined in the plan. This discussion is intended to provide the Planning Commission with a preliminary review of the plan prior to the public hearing on November 4, 2015.

Recommendation: This is a discussion item only, no recommendation will be required. The public hearing regarding the plan will be held on November 4, 2015. After a public hearing on November 4, 2015, the Planning Commission will make a final recommendation to the City Council.

Mr. Stocksdales introduced Dave Nicholas from the IBI Group.

Mr. Nicholas presented their research for the State Street Corridor Master Plan.

Public input was gathered through questions on Mindmixer and in Public Workshops. There were six public open houses and 25 Mindmixer topics along with neighborhood and Interest Group Presentations. The public feedback identified these general areas of interest:

- Mobility
- Aesthetics
- Identity
- Safety
- Economics

Vision Statement – Create a dynamic and incremental framework to guide future growth throughout the State Street Corridor resulting in economic development initiatives, transportation solutions and enhanced community image and identity. The State Street Corridor will promote a family-friendly culture while becoming an attractive, urban lifestyle alternative for residents, businesses and visitors.

The Master Plan Goals include:

- Provide regional, local and multi-modal transportation solutions;
- Lateral approach to a linear corridor connecting adjacent neighborhoods east and west;
- Increase building frontage real estate through finer grain street and block network leveraging development opportunities between State Street and Orem Boulevard;
- Concentrate density nodes around potential transit system station areas;
- Create a complimentary network of character districts to establish sense of place;
- Enhance open space system to encourage walkability, community gathering, healthy living and active storefronts;
- Improve the aesthetic appearance of the corridor;
- Redefine development standards and policies to manage growth;
- Maintain bedroom community character while embracing critical and strategically located mixed-use density to preserve existing neighborhoods;
- Build on Orem’s promise of being the best place in America to raise families.

Plan Objectives:

1. Create a boulevard on State Street;
2. Provide flexibility to incorporate future transit;
3. Develop a safe and complete bikeway along State Street;
4. Connect State Street to Orem Boulevard;
5. Develop unique and strategic growth areas;
6. Create an identifiable downtown and center for the community;
7. Develop an open space network;
8. Preserve existing neighborhoods;
9. Create a family-oriented environment;
10. Encourage economic development.

Mobility:

- Create a boulevard that is safer, multi-modal, more pedestrian friendly, and more aesthetically pleasing;
- Prepare for future light rail line on State Street, with stations located at strategic growth nodes;
- Create a bikeway along State Street that utilizes Orem Boulevard; and
- Link mobility to land-use and encourage redevelopment.

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Land use impacts:

- Addition of up to 9,400 residential units
- Addition of up to 4,300 jobs in new office development.
- 48% increase in taxable sales despite [35%] reduction in overall retail square footage through shift to more compact and walkable boutique retail users within growth nodes. Maintain existing retail land use pattern between growth nodes.
- [140%] increase in tax revenue.

Urban Design summary

- Create a street wall along State Street and other streets in the corridor by locating parking behind, or to the side of buildings;
- Further develop the open space system in the corridor;
- Develop refined signage plan to reduce visual clutter along State Street;
- Increase function, livability, and walkability in corridor by increasing the streetscape amenities; and
- Add landscape in medians and parking strips, with an emphasis on water-wise planting.

Implementation Timeline

5 years:

- Policy updates & Plan amendments
- Traffic Signal Study
- Streetscape plan & design
- Begin constructing Boulevard in priority nodes

10 years:

- Construct TRAX line on State Street

City Center

5 years:

- Adopt new regulating plan & design guidelines
- Implement corridor streetscape & signage plan

10 years:

- Create a finer grid in the large parcel on southeast corner of State Street and Center Street

Mr. Walker asked about increasing the size of the road. Mr. Nicholas said the intent is not to increase the size of the road, but to create a finer grain network of streets. The plans add more streets instead of expanding existing streets.

Mr. Nicholas said adding more connectivity and utilizing Orem Boulevard will relieve the pressure of State Street. Mr. Cook asked if this means more crossing streets. Mr. Goodrich said that Orem has a pretty good grid system. It breaks down nearer to State Street, because there are fewer connections. If there are more connections to State Street and a better grid network system, more traffic signals, then the traffic can be distributed better. When development happens in the residential areas and the grid is connected the traffic distributes better and there is less traffic. Mr. Nicholas said the strategy with creates a boulevard is trying to minimize curb cuts, which helps with safety of State Street. When curb cuts are consolidated, it will become more pedestrian and business friendly.

Mr. Cook asked if this plan work with other streets also, because the increase in traffic will have to go somewhere. Mr. Goodrich said one method to increase capacity on streets is to reduce the friction factors. Now there are a lot of driveway curb openings, but as development/redevelopment continues to occur it can be consolidated then the friction factor will be reduced. The raised medians that are proposed overtime will also reduce some of the friction. Mr. Stocksdalesaid the City is also doing a citywide Transportation Master Plan update. That project was specifically staggered after this project is underway. They are meant to work together. Mr. Goodrich said that a positive of this plan is how it concentrates the growth in different areas or nodes, instead of spreading throughout the City.

Mr. Walker said he wants his children and grandchildren to stay but ultimately the City does not have control of State Street. Mr. Goodrich indicated that Utah Transportation (UTA) and Utah Department of Transportation (UDOT) are in the group.

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Mr. Bell said the majority of Orem will not change, but this plan will put the additional people along State Street, which can handle the increase.

Ms. Jeffreys asked if adding streets will take out businesses that are already there. Mr. Goodrich said that growth will happen as development occurs.

Mr. Cook said this is a Master Plan that will guide redevelopment as it occurs, but there is going to be some significant infusion of capital on the street. He asked where the capital is coming from. Mr. Stocksdale said this is a developer driven plan. It is a shift in the way planning has been done in Orem. If a development comes now, it will need to be within the determined uses and businesses that are approved. There will be no demolishing of businesses; it is just reorganizing based on the plan. There will be future studies for transit, light rail and will need to be more steps, but there is support for these improvements.

Chair Moulton asked about the bike path. Mr. Nicholas said this will integrate with Orem Boulevard. From 2000 North to Center Street there would be a cycle track or a separated bike lane on State Street and then it will transition to Orem Boulevard and parallel State Street, will remain off of State Street and work through the major transit hub and then back to State Street and connect back at University Parkway and going on State Street to the south boundary. Chair Moulton asked if it would continue in Provo. Mr. Stocksdale said that Provo has worked with them and he anticipates the bike route being continued. Mr. Goodrich said that UDOT has put in bike lanes on north State Street on both sides of the street. UDOT is a big bike advocate. Mr. Nicholas said this plan provides added flexibility with the core areas (Center Street to University Avenue) moving the bike lane to Orem Boulevard and helps create an urban center.

Ms. Jeffreys said the City has taken a lot of flak about the high rises on State Street. The projection for 2040 is that so much more of the residential will be there. Mr. Goodrich said that increasing the residential growth in the nodes will allow them to walk or ride bikes instead of using their vehicle. He said that Orem has an average trip rate of 14-16 vehicle trips per day per residential unit. The nation averages 10 trips. Over time they might get closer to 10 trips, because of some of these principles.

Mr. Walker said there are not many lots left in Orem and the growth is up.

Mr. Stocksdale said the numbers that are used for transportation and the State Street come from the Governor's office. The modeling and projections and they anticipate there will be 23,000 people in the next 25 years. The plan is not forcing the public's hand to build the apartments. It says that they are anticipating the growth, and the City is already experiencing the growth. Rather than hoping it goes away, the City has a plan in place to accommodate and prepare for the growth. Even if Orem closed the gates and did not allow another building be built, Utah County is expected to double in population to over 1,000,000 and they will come through Orem for football games, the universities, the Mall and shopping in Orem. Even if nothing else is allowed the City will still have to deal with the effects of congestion and traffic. The business as usual model cannot be continued and State Street cannot be widened anymore. The City needs to look at new ways to address the issues. As people begin to understand the real issues, they begin to understand why this is happening. Mr. Nicholas said the general trend now is in order to capture the greatest internal ridership from a land use mix, there needs to be 60% residential, 30% office, and 10% retail. The goal is to get to that level. This corridor is getting closer to those percentages. There is also a trend to not even get drivers licenses. Ms. Buxton asked if Utah is following these trends or are they different. Mr. Nicholas said the millennial migration is very strong in Utah. Utah is number two behind Austin, Texas as destinations for the millennial age group. With the university systems there will continue to be some influence and influx of these issues. The trends will continue to hold true, whether it affects suburban America as much as urban America. There are growth rates that show that the City should have some urban design. It is good, smart growth.

Ms. Buxton said the fear is that the model may be embraced, but they still need these types of people to live in these developments. Time will tell. Mr. Stocksdale said one of the great strengths of this plan is that it provides more options to people. There are greater options in land uses, retail uses, housing stock and transportation. They are not going to completely do away with the car in Orem or force people from their

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cars. The goal is to provide more options. This is already provided in the Mall. Currently at the Smith’s parking lot, if you want to shop at Smith’s and then eat lunch at Zupa’s you will need to get in your car and drive, it would be nice to drive to a district, park once and then walk to the different stores.

Chair Moulton thanked Mr. Nicholas and Mr. Stocksdales for their presentation.

MINUTES: The Planning Commission reviewed the minutes from the previous meeting. Chair Moulton then called for a motion to approve the minutes of October 7, 2015. Ms. Buxton moved to approve the meeting minutes for October 7, 2015. Ms. Jeffreys seconded the motion. Those voting aye: Carl Cook, Becky Buxton, Karen Jeffreys, David Moulton, and Michael Walker. The motion passed unanimously.

ADJOURN

Chair Moulton moved to adjourn. Ms. Buxton seconded the motion. Those voting aye: Carl Cook, Becky Buxton, Karen Jeffreys, David Moulton, and Michael Walker. The motion passed unanimously.

Adjourn: 5:50 p.m.

Jason Bench
Planning Commission Secretary

Approved: November 4, 2015